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March 31, 2020

Ms. Mary Young, AICP  
Planning and Zoning Director  
Town of Westport  
110 Myrtle Avenue  
Westport, Connecticut 06880

**Subject:** Peer Review of 28 (aka 30) Hillspoint Road  
**Application #PZ20-00125 – The Conservative Synagogue**  
Westport, CT

Dear Ms. Young:

In accordance with your request, we have undertaken a Peer Review of the Traffic Access & Impact Study and Site Plan for the proposed building additions and site modifications to 28 (aka 30) Hillspoint Road where the Conservative Synagogue is located. The project proposes new building additions to provide new assembly space equaling 1,715 S.F. in total, adding 53 new parking spaces and a new parking area, modifying the emergency access drive, and site work including regrading, lighting, and landscaping. The main access remains via an existing driveway on Hillspoint Road.

We have received a copy of the following documents from your office pertaining to our peer review:

- Traffic Access & Impact Study – Conservative Synagogue Expansion, 28 Hillspoint Road, Westport, Connecticut prepared by Frederick P. Clark Associates, Inc. dated January 2020.
- Site Layout Plan of 28 Hillspoint Road prepared for the Conservative Synagogue, prepared by B&B Engineering dated January 17, 2020, revised February 10, 2020.

CDM Smith completed the following tasks as part of the peer review:

- Review Traffic Access & Impact Study, prepared for the planned project as submitted to the Town of Westport.
- Assess the planned site access and on-site circulation.
- Consult with the Town of Westport Police, Fire, and Engineering Departments as required.
- Provide the Town of Westport the professional and technical assistance to enable the Town to respond to the developer's application.

As part of this effort, CDM Smith evaluated the adequacy and comprehensiveness of the following facets of the Traffic Access & Impact Study and Site Plan prepared by the developer's consultant:



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- Traffic surveys, field reconnaissance, and study area designation;
- Determination of future growth trends in traffic;
- Assessment of the existing and planned roadway system and land-use development in the area as it relates to traffic;
- Traffic generation characteristics of the proposed development;
- Directional distribution (approach and departure) of site-oriented traffic;
- Traffic impact/roadway adequacy analyses;
- Development of necessary site access and traffic/roadway improvements, as required; and,
- Impact from emergency and oversized vehicles on traffic operations off site.

### **Project Understanding**

The proposed project consists of new building additions to provide new assembly space equaling 1,715 S.F. in total and providing 53 new parking spaces and a new parking area. Access is provided via an existing full access driveway on Hillspoint Road.

A total of three (3) intersections were identified for analysis in the Traffic Access & Impact Study prepared by the applicant's traffic consultant and are as follows:

- Hillspoint Road at Greens Farms Road
- Hillspoint Road at Prospect Road/Spicer Road
- Hillspoint Road at site driveway

### **Traffic Access & Impact Study Methodology**

The analysis and documentation submitted by the applicant's traffic consultant are generally in accordance with accepted industry procedures and standards.

### **Peer Review**

We have reviewed the Traffic Access & Impact Study, and have the following comments:

#### ***Study Area***

The study area presented in the Traffic Access & Impact Study include the adjacent intersections. The study area appears reasonable for the project.



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### ***Existing Traffic Volumes***

The existing (2019) peak hour traffic volumes under Friday evening, and Saturday mid-day peak hour periods appear reasonable.

### ***Crash Experience***

The crash data was provided in the Traffic Access & Impact Study on Hillspoint Road at Greens Farms Road, between Greens Farms Road and Prospect Road/Spicer Road, and at Prospect Road/Spicer Road for the most recent three-year period. There is a total of ten (10) reported crashes on Hillspoint Road in the section between Greens Farms Road and Prospect Road/Spicer Road. Majority of these crashes were reported as property damage only and there are no fatalities. Majority of them were reported as “fixed-object”. The applicant’s traffic consultant should provide more details on the ten crashes on Hillspoint Road relative to the site frontage.

### ***Background Developments***

There are no background developments included in the traffic study. The applicant’s traffic consultant should confirm if it was discussed with the town.

### ***Future No-Build Traffic Volumes***

The future (2020) no-build traffic volumes appear reasonable.

### ***Trip Generation Rates***

The trip generation rates used in the traffic study appear reasonable for the project.

### ***Trip Distribution***

The trip distribution used in the traffic study appears reasonable for the project.

### ***Future Build Traffic Volumes***

The future (2020) build traffic volumes appear reasonable.

### ***Synchro Analysis***

The level of service (LOS) analysis using Highway Capacity Manual (HCS) method in the Synchro 10 traffic model appears reasonable.

### ***Intersection Sight Distance***

The applicant should provide available intersection sight distance and the Connecticut Department of Transportation’s (CTDOT’s) Highway Design Manual requirements based on the 85<sup>th</sup> percentile speed data. The applicant’s traffic consultant has stated in the report that a speed study was conducted on Hillspoint Road which resulted in a 85<sup>th</sup> percentile speed of 39 miles per hour in each direction.





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Based on our field visit, the intersection sight distance looking north may be blocked by vegetation. The applicant should confirm this in the field and provide a solution.

### ***Site Access & Circulation***

The additional 53 parking spaces are being provided in the north side of the site and meet acceptable standards based on stall width, aisle width, and turning requirements. We have no further comment on this issue.

It is our understanding that the existing asphalt driveway on the north side of the property will be used for “emergency access only” and will remain gated. Based on the comments by the Fire Department, it is our understanding that this driveway will not be used for firefighting operations. We have no further comment on this issue.

### ***Vehicle Turning Templates***

The existing driveway on Hillpoint Road can accommodate a typical design vehicle i.e. (SU-30 or higher) based on the existing curb radii. We have no further comments on this issue.

### **Summary**

Based on our review of the Traffic Access & Impact Study prepared for this development, we find that the study has been prepared in general accordance with accepted industry standards and procedures. Specifically, we recommend the following issues be addressed:

- Address crash experience
- Address intersection sight distance

Please do not hesitate to call if you have any questions relative to our review of the traffic-related issues associated with the proposed redevelopment associated with this project. We are prepared to discuss our report and associated findings.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharat", with a horizontal line underneath.

Sharat K. Kalluri, P.E., P.T.O.E.  
Project Manager  
CDM Smith Inc.

